

Montana and the Sky



Vol. 35, No. 7

MONTANA AERONAUTICS DIVISION

July 1984

STATE CONFERENCE HELD IN BILLINGS

The first Montana Statewide Aviation Conference was held June 22-23 at the Ramada Inn in Billings. Even though attendance was light, representatives from all the aviation organizations in Montana were present and it was unanimously agreed that a conference of this type could do a great deal in bringing together the various and varied facets of Montana aviation. Accordingly, it was decided to organize a second Statewide Conference March 4-7, 1985, with the place yet to be decided.

The Billings meeting was chaired by Ted Mathis, MAMA representative to the Montana Aeronautics Board, and began with remarks by presidents or representatives of each of the Montana aviation organizations explaining the goals and direction of their individual groups. Also present at the meeting were State Senator Larry Stimatz, Butte, and Representative Ted Schye, Glasgow, both of whom have long been interested in aviation.

They outlined for the group some approaches in successfully dealing with the state legislature.

The Saturday morning session dealt mostly with some of the problems facing state aviation and included further remarks by Senator Stimatz, Rep. Schye, Richard O'Brien, representing the Montana Chamber of Commerce, and Montana Aeronautics Administrator Mike Ferguson.

Speaker at the noon luncheon was Gordon Person, president of the North Dakota Aviation Council, who outlined for the group some of the successes and problems faced by that council in the organization of their first statewide conference, held in March 1984. Mr. Person reinforced the feelings of many of the Montana group that such a conference is extremely worthwhile.

Saturday afternoon was taken up with meetings of the individual groups present.

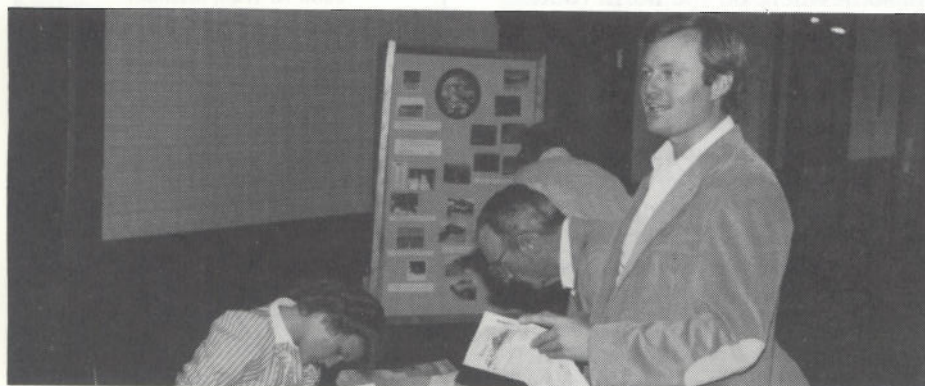
An added attraction at the conference was the display by the

Yellowstone Chapter of the Experimental Aircraft Association of a Tri Fokker replica owned by Mike Sasich, a 1924 Dormoy Bathtub owned by Kenneth Neumann, and a Varieze owned by Tom Davis.

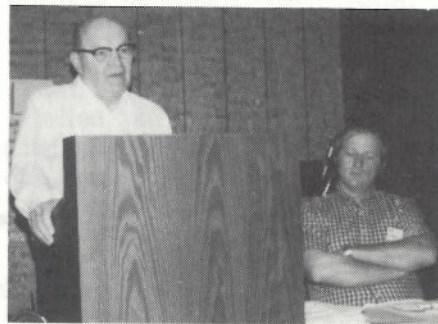
It is hoped that next year's Conference will feature displays of industry exhibits and educational seminars as well as group discussions and meetings.



Conference Chairman Ted Mathis (left) with Gordon Person, chairman of the North Dakota Aviation Council and luncheon speaker.



Ron Litton, EAA, and Steve Vold, MATA, check in at the registration desk with Cathy Hoyrup of the Aeronautics Division Staff.



Questions are fielded by State Senator Larry Stimatz, Butte, and Representative Ted Schye, Glasgow, (seated).

Administrator's Column

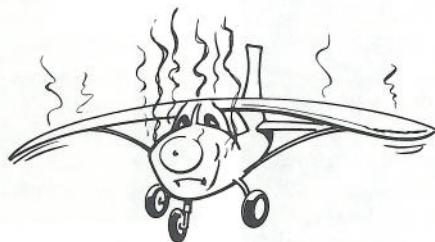
Gary Buchanan, director of the Department of Commerce, accompanied me to the Del Bonita airstrip on June 16 for the opening dedication ceremonies. The airstrip is located about 30 nautical miles northwest of Cut Bank on the U.S./Canadian border. The east-west airstrip actually is located on the International Boundary line between the two countries, and the primary purpose is to provide aircraft customs clearing into either country. Frank Whetstone, chairman of the International Boundary Commission, was very instrumental in gaining authorization to construct this airstrip and was the keynote speaker during the ribbon cutting ceremonies. The airstrip is being named in Mr. Whetstone's honor which those in attendance appeared to strongly concur. The weather was beautiful and it was gratifying to have such a large audience. See more on the dedication elsewhere in this publication.

* * * * *

I attended the first Statewide Combined Aviation Conference held in Billings June 22 and 23. Although the conference was intended to be modest in size this first year, it was well represented by all of the aviation organizations in Montana. Ted Mathis, Aeronautics Board member, was Conference chairman and did a superb job in program planning and as master of ceremonies. Many important issues of concern facing aviation were addressed and those of common interest were discussed at length in an attempt to come up with possible solutions. It is hoped that the aviation organizations will support an annual statewide combined aviation conference and that it will be on a much larger scale next year. Tentative dates of March 4-7 have been set for 1985 with the place still undecided.

* * * * *

We have been contacted by the Bonneville Power Administration and invited to participate in their testing of some experimental marking of power lines. The test site will be at the controversial Boulder Pass crossing south of Helena. We are optimistic that the results of the tests will prove beneficial toward getting badly needed changes in the FAA's Part 77 obstruction marking standards. Speaking of Boulder Pass—the BPA has just recently disassembled our airway beacon which was located on the pass and hauled it to our facilities here in Helena—something they had agreed to do last year. There has been some interest in relocating this beacon somewhere on the north route between Helena and Billings.



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Falcon Receives Part 135 Certificate



John Rasmussen—Falcon Aviation owner and operator.

Falcon Aviation, owned and operated by John Rasmussen, recently received a Part 135 Air Taxi Certificate authorizing them to provide charter service to the United States and Canada.

Falcon Aviation has been operating at the Great Falls International Airport since the fall of 1983 and, until the addition of the charter certificate, was strictly a flight training center offering pilot certification in single and multi-engine aircraft as well as helicopters.

In addition to pilot training and charter service, they also offer aircraft rental and pilot service. John is a CFII, ASE, ABE, and helicopter instructor and has been an active flight instructor and charter pilot in the Great Falls area since 1979.

Kalispell Plans Classics Fly-In

The newly reorganized Kalispell hangar of the MPA will sponsor a Classics Fly-In July 28 and 29 at Kalispell City Airport. Thirty to forty classic airplanes are expected to fly in from California along with planes from the Kalispell area. Also on display will be classic autos and boats. A pancake breakfast will be served on Sunday morning between 8:00 and 9:30 and an air show is planned for Sunday afternoon from 2:00 to 3:30 p.m.

Confederate Air Force To Come To Bozeman

The Military Affairs Committee of the Bozeman Chamber of Commerce is finalizing plans for an air show at Gallatin Field on August 18 and 19.

Featured will be the Confederate Air Force, made up of World War II American bombers and fighter planes, and includes a replica of the Japanese Zero. They will stage their mock air battle—TORA TORA TORA—beginning around 3:00 p.m. on both days, although the exact time has yet to be determined.

Additional features of the show will be modern military aircraft, including F-111 fighter planes and possibly B-52 bombers and a C-5A cargo plane. These planes will be on display as well as participating in fly-overs. Static displays will include experimental and antique aircraft, ultralights and radio controlled airplanes, and hot air balloons. Tanks and other military equipment are also expected to be on display.

to 6:00 p.m. each day with an aerial event planned for every two hours. Admission is \$3 for adults and \$2 for children, and pre-sale tickets can be obtained through the Bozeman Chamber of Commerce.

CALENDAR

July 27 - 29—Great Canadian DeHavilland Fly-In, Wetaskiwin, Alberta.

July 28—Hamilton-Jackpot Air Race.

July 28 - 29—Classics Fly-In, Kalispell City Airport.

Aug. 2 - 4—Professional Aviation Maintenance Association Convention, St. Louis, Mo.

Aug. 18 - 19—Bozeman Air Show featuring Confederate Air Force.

Sept. 2—Glasgow Air Show.

Sept. 7 - 9—MAAA Fly-In, Three Forks.

Sept. 9—Fourth Annual Fly-In at Dallas Aero, Poplar.

Sept. 12—Helena Air Show.

Sept. 14 - 16—Reno Air Races, Reno, Nev.

Sept 21 - 23—Mountain Search Pilot Clinic, Kalispell.

Sept. 22—Jackpot Air Race.

March 4 - 7—Statewide Aviation Conference.

NOTE: The Pancake Breakfast and Air Show at Libby scheduled for Aug. 5 has been cancelled.

FAA Inspector Joins Helena Staff



Al Rise has joined the staff of the FSDO office in Helena as FAA Operations Inspector. Al comes most recently from Saudi Arabia where he was on ICAO assignment to the Saudi government. Although having been away for some years, he is a native Montanan who was raised in the Conrad area and graduated in 1958 from the aircraft mechanics course at the Helena School of Aeronautics (now the Helena Vo-Tech).

Del Bonita Airstrip Dedicated



A ribbon cutting ceremony dedicating the new Del Bonita Airstrip for clearing customs was held June 16, 1984. Don Althen, Alberta Flying Farmers, and Frank Whetstone, International Boundary Commissioner, did the honors of cutting the ribbon stretched across the runway from Althen's Canadian plane to the Montana Aeronautics Division plane. Whetstone was the main speaker.

A barbecued hamburger lunch furnished by the Magrath, Alberta, Chamber of Commerce and the Alberta Flying Farmers, cookies by the Cut Bank Hangar of the MPA, two cakes baked and decorated by the women in and wives of the Canadian Customs, and other pot luck food was served at noon to 150 people. Twenty-five airplanes, three motor homes, and many private vehicles brought these people to the dedication.

A welcome and introduction of guests was made by Herb Sammons,

Helping Frank Whetstone, International Boundary Commissioner, with the ribbon cutting are (from left) Bruce Goodwin, Sundre, Alberta, Alberta Flying Farmers president; Mary Goodwin, Sundre, Alberta, Alberta Flying Farmers Queen; John Green, Nanton, Alberta, International Flying Farmers president; Herb Sammons, Cut Bank, chairman, Montana Aeronautics Board; Don Althen, Del Bonita, Alberta, Alberta Flying Farmers; Guy Willson, Moore, past president Montana Flying Farmers; Frank Whetstone; Gary Buchanan, director, Montana Department of Commerce; and Mike Ferguson, administrator, Montana Aeronautics Division.



District Director Don Myhra comments on the dedication representing the U.S. Customs and/or Immigration.



Ed Mackel of the Canadian Customs and/or Immigration addresses the crowd at Del Bonita dedication.



Herb Sammons turns the mike over to Frank Whetstone for his comments.

chairman of the Montana Aeronautics Board. Remarks were made by Don Myhra, district director of U.S. Customs and/or Immigration; Ed Mackel, Canadian Customs and/or Immigration; John Carter, U.S. Customs and/or Immigration; John Green, IFF president; Bruce Goodwin, AFF president; Ken Bogar, MFF president; John Thompson, member, Legislative Assembly; Dick Strouf, MPA state treasurer; Gary Buchanan, director of Montana Department of Commerce; and Mike Ferguson, administrator of Montana Aeronautics Division.

Don Althen and Jerry Swenson, Cut Bank MPA president, were field coordinators and key leaders in obtaining donated labor and some of the materials to help build the strip with the Montana Aeronautics Division providing the technical assistance, unicom, runway cone markers, windsock standard and sock, and the airport liability insurance.

It was unanimously agreed to name the new strip after Whetstone.

At the conclusion of the program, a Canadian forest ranger narrated the spot water bombing by several Canadian planes.



Enjoying the day's festivities are (from left) Ken Bogar, president, Montana Flying Farmers; Guy Willson, MFF past president; and Frank Kummerfeldt.



Gary Buchanan and Frank Whetstone keep an eye on the proceedings.



Not only did Don and Mary Althen participate in the dedication, they celebrated an anniversary as well!

Oshkosh Fly-In Outlined

The 32nd Annual EAA International Fly-In Convention and Sport Aviation Exhibition—billed as the world's largest and most exciting aviation event—is scheduled for July 23 to August 4, 1984.

The theme of EAA Oshkosh '84 is "The Freedom of Flight." In keeping with this year's theme, the EAA Aviation Foundation will offer over 400 educational forums, workshops, and aviation seminars during the EAA convention. The Convention has been designated one of the "top 100 events in North America."

The Great EAA Market Place will feature products and services of interest to all aviation enthusiasts. In addition to the major general aviation manufacturers and accessory manufacturers, the convention is also host to many non-commercial exhibitors including the Civil Air Patrol and the military. NASA will again be the largest non-commercial exhibitor at the EAA convention. All of the indoor and outdoor commercial exhibits as well as the forums, seminars, and workshops are readily accessible to the general public.

Each convention afternoon all eyes turn skyward for the world's greatest airshow. These spectacular aerial activities may be viewed from either the general public area or the flight line area (reserved for EAA members and qualified aviation visitors) at no extra charge.

The EAA Aviation Center and Air Museum, which is adjacent to the EAA convention site, intends to display several special exhibits during the convention. (There is a separate admission fee for the Aviation Center.)

In 1983, approximately 800,000 participants and spectators attended the EAA convention while approximately 14,000 aircraft flew in. A total of 1,521 show planes were registered and nearly 1,400 foreign visitors from 72 different countries signed in at the International Pavilion.

Slow Flight a Major Accomplishment

By: *Patty Mitchell, Supervisor
Aviation Safety and Compliance*

Recently a non-flying person told me that a Cessna 150 or Tomahawk will go only 70 miles per hour. I explained to him that they will go about 110 miles per hour but certainly can go 70 or 50 or 40, or even slower.

It then occurred to me that there are a lot of misconceptions about aircraft speeds and how these can be varied. Of course there is a limit as to the top speed and also the slowest speed, but you should always be proficient enough to be able to fly at any speed within the capabilities of your aircraft.

When was the last time you practiced slow flight? We are usually in such a hurry that we push in cruise power and go as fast as we can. We check the winds and fly high enough to get the tailwind or low enough to minimize the head winds. To deliberately fly slow is usually reserved for the check rides or the BFR.

What is meant by slow flight? Slow flight is flight at minimum controllable airspeed just above a stall. It is the control of altitude and airspeed with the objective to establish the relationship of power to altitude control and elevator control to airspeed.

In order to get into a slow flight condition similar to flight conditions found just after liftoff and just before touchdown, first reduce power a few hundred RPM and increase back pressure to maintain altitude. You will soon find out how effective the rudder is to control heading and how ineffective the ailerons are.

When practicing slow flight, make note of the power settings and trim settings for each speed. You might also want to note the pitch attitude in each speed while maintaining altitude both by looking out the window and by looking at the attitude indicator.

Now let's try it with the flaps down and gear extended. The amount of power needed to maintain altitude with full flaps may be almost full throttle. Now look at the pitch attitude. The aircraft nose is more of a level attitude than noted previously.

When you feel you are proficient at slow flights at various airspeeds, let's try rudder walking. This maneuver requires an airplane that is certified for intentional spins. This maneuver is similar to a falling leaf as it floats through the air.

In order to do rudder walking you should go out with a competent instructor and first stall the airplane. The instructor should control the pitch and power and you will concentrate on the rudder to hold heading and avoid going into a spin. The rudder walking maneuver will demonstrate the most effective control in slow flight is, indeed, the rudder.

Have fun doing slow flight. You will gain a lot in terms of proficiency and confidence and become a much better pilot. Remember, anyone can fly fast, but it takes a real pilot to have the airplane fully under control at minimum controllable speed.

Aeronautics Awards Flight Scholarships

The Montana Aeronautics Division has announced the awarding of \$250 flight scholarships to two Montana high school students.

Kevin Settle of Flathead High School in Kalispell and Frank Spritzer of Broadwater County High School in Townsend are the 1984 recipients.

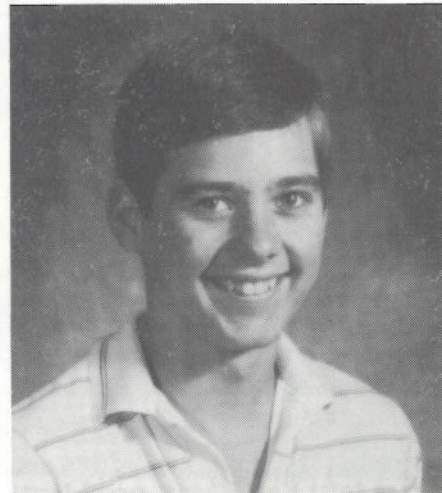
The flight scholarship of \$250 is given during the spring of each year to one student from a high school which offers an accredited avia-

tion/aerospace elective course of study. The winning student is selected by the school's aerospace teacher on the basis of his test scores, class performance, and other locally determined criteria. Fred Naeher is the aerospace instructor at Flathead High School and Randy Vogel instructs the class at Townsend.

Winners must complete their flight training by June 30, 1985, at a Montana fixed base operator of their choice.



Frank Spritzer, Broadwater County High School.



Kevin Settle, Flathead High School.

Misfueling Prevention System Launched

Preparations are now underway to launch a new system of mechanical prevention of aircraft misfueling, according to the General Aviation Manufacturers Association, coordinator of the government/industry task force on aircraft misfueling comprised of over thirty aviation interests.

Fuel filler port restrictor devices and oversized jet fuel spouts will form a new system to obstruct the introduction of jet fuel into piston-powered aircraft which require aviation gasoline. This second phase of an international safety program, begun in 1981, will create a mechanical lockout similar to that used in American autos to prevent use of leaded gasoline in cars with catalytic converters needing unleaded fuel.

The mechanical lockout program will begin later this summer when all elements of the system are ready for distribution. Aircraft manufacturers are beginning now to stock new 2 inch and 2.36 inch diameter fuel port restrictor devices to be fitted within existing, larger avgas fuel ports. The smaller openings will not permit insertion of new, larger jet fuel spouts into piston-powered airplanes. New production aircraft will be fitted with small avgas fuel ports at the factory.

For the existing fleet of general aviation aircraft, the fuel port restrictors will be marketed to plane owners by aircraft manufacturers' parts supply operations. They will be owner installable. No mechanic assistance or sign-off will be required and a special tool and complete instructions for each installation will be included with each set. Installation takes just a few seconds and requires no special mechanical skill.

No special paperwork on the part of the aircraft owner or operator is needed except for a notation in the aircraft's logbook.

RAMOS—A SELF-BRIEFING TOOL

By: Stanely G. Corp
Official in Charge
WSO, Havre

Remote Automatic Meteorological Observation System (RAMOS) provides the capabilities of gathering and reporting meteorological data from remote and/or unattended sites.

In Montana, RAMOS data is transmitted from Jordan and NWS Havre, over service A, at 20 minute intervals or three times an hour.

Weather elements observed, coded, and transmitted by RAMOS include temperature, dew point, wind direction, wind speed, and altimeter setting. Included in remarks are peak wind and precipitation (liquid) during the last hour. The precipitation is accumulated hourly and resets each six hours.

The Havre Weather Service Office is operated by the National Weather Service and manned by Weather Service Specialists from 5:30 a.m. until 9:30 p.m. LST, seven days a week. During the hours that the office is open, sky condition, present weather, visibility, and sea level pressure are added to the RAMOS observation by the Weather Observer. In addition, any remarks which the observer feels may be of benefit to the user are also added to the observation. Jordan is unattended and observations from that site consist of the standard RAMOS data.

RAMOS can be used as a forecast tool. One method is to compare the present data with information from the last few hours, comparing all of the elements.

For instance, a sudden drop in temperature, a pressure rise, and wind shift could indicate a frontal passage. A wind shift to the west or north generally indicates a cold frontal passage. During the winter months, one can expect snow, fog, and, if the wind is strong or gusty, drifting or blowing snow. If the frontal passage is in the summer, there is always the possibility of showers or thundershowers. Clearing skies usually occur a few hours

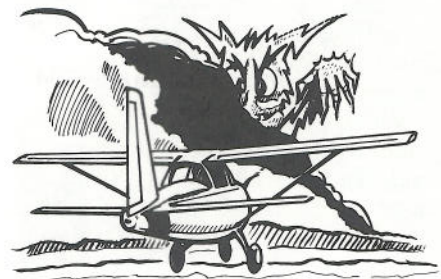
after frontal passage. A wind shift to the east, and a temperature drop, could indicate that the front has retrograded and moved westward. This occurs quite frequently during the winter as the cold arctic air fluctuates back and forth. Generally, any weather occurring with the system is to the east of the front. In the spring, an east or southeast wind could mean that low pressure is tracking along the Montana-Wyoming border. This storm system usually brings us our heavy spring rains or snow.

During the winter months, if precipitation is occurring at observation time, and the temperature is near the freezing mark, the pilot should check the previous temperatures. If the previous temperatures have been below freezing, the user could suspect freezing precipitation.

A sharp rise in temperature and gusty southwest winds indicate a warm front passage. Low level turbulence is quite frequently associated with this system.

A small difference between the temperature and dew point accompanied by light winds, especially during the early morning, late night, or winter months, can indicate the presence of fog.

Remember, RAMOS data should not be used alone, but in conjunction with the present synoptic situation, past weather, and reports from nearby stations. When used in this manner, RAMOS has a significant aviation value.



FAA Issues Certificates

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Gayle Florence Great Falls

INSTRUCTOR RENEWAL

Wayne Turner Big Sandy
Morris Lindsey Great Falls

Rogan Joins Staff



It's taken us three months, but we'd like you to meet Mike Rogan who joined the Aeronautics staff as our Airports Technician the beginning of

April. He replaces Glen Sutheimer who moved to Spokane. Mike was raised in the Helena valley and attended schools here. He is a graduate of the Helena Vo-Tech aviation maintenance course. Mike's job includes everything from helping with installation of radio facilities through mowing grass on runways to maintenance at the Helena office. If you see him out riding the mower or painting a runway marker, stop by and say hello!

2,500 copies of this public document were published at an estimated cost of \$.26 per copy, for a total cost of \$660.10, which included \$521.10 for printing and \$139 for distribution.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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